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make it equally valuable to an American, for within its pages he can find himself as he is. Professor Coolidge gives to the five great powers the following order of importance: England, Russia, France, the United States and Germany. He admits that the term "world powers" is lacking in exactness, but explains it as broadly meaning "powers which are directly interested in all parts of the world and whose voices must be listened to everywhere." He does not argue the question whether the United States was a world power before the Spanish-American War. With his faculty for stating all sides of a case, he would admit that in a large sense the United States has always been a world power, but he notes that from 1898 it made a new departure which took it outside of its normal round of national interests, to which it was obliged to confine itself during its recovery from the Civil War, into the great world currents of political action and colonial expansion. It is therefore especially valuable from the fact that it gives a full and enlightening discussion of the events of the last ten years in their relation to the best American traditions and our future probable development as a factor in international affairs.

**THE OCEAN CARRIER.** A history and analysis of the service and a discussion of the rates of ocean transportation. By J. Russell Smith, Ph. D., Assistant Professor of Industry in the Wharton School of Finance and Commerce, University of Pennsylvania. Illustrated. New York: G. P. Putnam's Sons, 1908. Cloth, 334 pages.

He who has crossed the ocean or made a trip on a coastwise steamer, who has seen the harbor of New York or had his curiosity in seagoing vessels aroused by whatever experience, and is still but a layman in maritime affairs, will find a compendium of information in "The Ocean Carrier." Written by an instructor in a School of Finance and Commerce, it gives one the feeling that education is at last responsive to the material interests of the people, that business as well as art or literature has an entertaining history, and that the study of political economy may become fascinating to every man if only it is offered in a practical form. Professor Smith traces the evolution of shipbuilding from wood to iron, and from packet to steamship, and ocean traffic from the days of 1715-1718, when the yearly average of ships from New York to Great Britain was 21, the total tonnage 1,641, the crews, all told, 226 men, to our own day when an ocean liner is more than ten times the size of this early fleet put together and can use in one voyage more than their entire crews. He explains the significance of the American clipper, a product of our genius in the period of 1840-1855, when native Americans of the best stock sailed as common seamen or drew a master's salary of \$5,000 a year, the period when, free from the right of search, and faster than any of their rivals, our ships bore such triumphal names as the *Challenge*, *Invincible*, *Flying Cloud* and *Sovereign of the Seas*. Professor Smith discriminates between the classes of vessels known as common carriers, chartered vessels, ocean tramps, and vessels regularly running on established freight or passenger systems. He tells of the rise of the great ocean steamship and coastwise companies, with their connecting railway lines, and hotel or other enterprises. The second part of the book is de-

voted to the subject of freight rates and is a study of the problems of competition, monopoly and control. Its last chapter is on the present situation and future outlook. References to book and magazine literature are scattered about at the bottom of the pages. There are several photographs and maps which help the reader. Though the book is not written to show the relation of shipping to questions of war and peace, it shows the interdependence of nations through the complexity of commerce, an interdependence which day by day is becoming one of the sure foundations of universal fraternity and peace.

**LE PARLEMENT DE L'HUMANITE.** Biographies and Photographs. Prepared by W. T. Stead. (A Publication of the "Foundation for Internationalism" at The Hague.) Amsterdam, Holland: Maas and Van Suchtelen. 243 pages.

To those who read French, this unique book will be most interesting and useful. It gives the pictures and brief biographies of all the delegates of the forty-four nations who took part in the second Hague Conference. The pictures are extremely well done.

**SOUTH AMERICA ON THE EVE OF EMANCIPATION.** By Prof. Bernard Moses of the University of California. New York and London: G. P. Putnam's Sons. 1908. Cloth, 356 pages.

Professor Moses draws a picture of Spanish America as it was in its dependence on the mother country in the latter part of the eighteenth century, the days of the captain-general and the viceroy. By Spanish America, as a sub-title to the book indicates, he means the southern half of the South American Continent. He deals with the social, educational, ecclesiastical and political conditions of the period, compares the racial characteristics of the creoles, Spanish, Indians and negroes in their relation to industry, and summarizes the colonial revenue system. To invest with living interest a subject like this, which, with the exception of a few events, such as the attempt of the English to take Buenos Ayres, is one of conditions rather than incidents, is a difficult literary task, which, however, the author has successfully accomplished with his careful discrimination and scholarly zeal.

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### Pamphlets Received.

**WAR AGAINST WAR.** By E. Howard Brown, New Sharon, Ia. 30 pages.

**TOM AND KITTY.** A Story of Mobile Bay. By Prescott A. Parker, Volanta, Ala. 101 pages.

**ALMANACH DE LA PAIX, 1909.** Published by the *Association de la Paix par le Droit*. In French. 70 pages. Price, 25 centimes. 10 rue Monjardin, Nimes, France.

**REPORT OF THE DELEGATES OF THE UNITED STATES to the Third International Conference of American States, Rio de Janeiro, Brazil, July 21 to August 26, 1906.** Washington: Government Printing Office.

**LIST OF REFERENCES ON INTERNATIONAL ARBITRATION IN THE LIBRARY OF CONGRESS.** Compiled under the direction of A. P. C. Griffin, Chief Bibliographer. Washington: Government Printing Office.

**REPORT OF THE EIGHTEENTH ANNUAL MEETING OF THE MASSACHUSETTS STATE BOARD OF TRADE.** Contains report of delegates to the London Peace Congress, 1908.

**THE NATIONAL FLOWER MOVEMENT.** By Frederick Leroy Sargent, President of the Columbine Association, Cambridge, Mass. An account of the movement to make the Columbine the national flower.